Saddam Will Never Know
What Hit Him

Because it will come from more than 800 yards away, propelled from the Marine Corps' new M-16A4 Service Rifle, powered by one of America's finest—a U.S. Marine.

The new A4 is slightly heavier than the A2, but it has a stronger barrel, vented handgrips on the receiver, and a flat rail system on top of the receiver for mounting laser scopes or night-vision devices.

These new features give smaller units "sniper-like" capability, which can prove to be useful in America's war on terrorism.

Several Camp Pendleton, Calif. Marines stationed in Kuwait are currently testing the might of the A4, and are already confident of its capabilities.

"To be able to pick someone off at 800 meters—that's nice," said Lance Cpl. Joel Frueh, Kilo Co., 3rd Battalion, 5th Marine Regiment.

"It's just that much more accurate—Hell yeah!," said Lance Cpl. Hernan Corella, also with Kilo Co. M

Pictured: the "un-modified" multi-purpose bayonet. The bayonet will look much the same (minus the handle material changing from a hard glass-fiber plastic to a much softer rubber-type material). Final scabbard design will have multiple securing straps, a "quick release" capability, and MOLLE ribbing sewn on the reverse of the scabbard fastener.

Dare to be at the
< Tip of this Spear

The Marine Corps' new bayonet is a drastic change. Slice for slice, this new bayonet is a drastic change over the old M7 bayonet. For starters, the multi-purpose bayonet is much stronger, much sharper, and has a lot more girth in the blade than its predecessor. It boasts a steel blade 8" long, 15/16 of an inch wide, and 1-1/4 pounds with scabbard. Furthermore, this new bayonet is designed to excel as a fighting knife as well, receiving top marks from senior instructors in the Marine Corps' Martial Arts Program. The added weight behind the blade gives the bayonet a much better balance for fighting "hand-to-hand." The lighter scabbard and "mission style" serrations located near the handle make this bayonet a force to be reckoned with on the battlefield—any battlefield. M

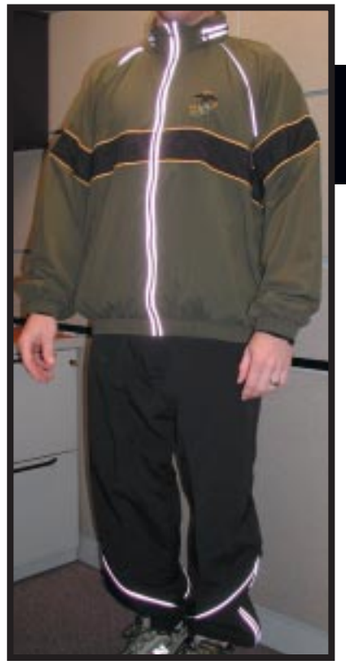
Hairy Buffalo
> Casts Giant Shadow

One of Naval Air Patuxent River's recent experiments—The Giant Shadow—in the Bahamas, unleashed the power of The Hairy Buffalo—NAVAIR's Time Critical Targeting test bed, capable of forward-based decision-making. The Giant Shadow Experiment was designed to explore how a network of forces consisting of a stealthy platform, special operations forces, unmanned vehicles, and sensors could be used to clarify ambiguous intelligence, and then develop, recommend and execute appropriate courses of action within the guidance of the joint commander, including time-critical strikes.

The Buffalo provided common communications interfaces that allowed ground, surface and undersea elements to operate together, seamlessly in sea strike operations. Additionally, the Buffalo demonstrated three "network-able" battlefield data links during the experiment, including Free Wave, VRC-99 (a networking radio used by the Marine Corps), and the Tactical Common Data Link.

The heightened shared awareness achieved by this robust network of forces resulted in the successful detection and destruction of a simulated weapons-of-mass-destruction facility.

In the end, the experiment revealed, if you mess with the "Buffalo," you get the horns! M



High-Tech
< Physical Training?

With technology being the wave of the 21st Century, it's time for the Marine Corps PT uniform to adapt and overcome its age-old design. The Marine Corps Uniform Board is currently reviewing recommendations to change the standard PT uniform, in an effort to take advantage of new technologies and improve safety and performance.

The green-on-green would possibly be replaced with a coyote-brown undershirt (skivvie shirt, short and long sleeve), and black nylon shorts with reflective striping. The new gear will use proven off-the-shelf technology that pulls moisture away from the body for quick drying and longer wear.

The current sweatshirt and pants would be replaced with a windbreaker-style jacket and pants. This uniform would provide wind and water resistance while the lining would provide comfort, moisture management, and anti-microbial, bacterial and odor prevention features.

The jacket is made of soft, supple material that provides no noise when moving, is lightweight and durable to washing. The Marine Corps emblem would be embroidered on the left breast, which under current policy would prevent its wear with civilian attire. The bottom of each leg on the pants has a zipper opening to remove the pants without removing shoes.

These technological advances could very well keep Marine PT scores high, as Marines PT in their "high-tech" PT gear. M

How Many Marines > Will Fit in San Antonio?

If everything goes according to schedule, by late 2004 Marines will embark aboard amphibious transport dock ships that are 50 percent bigger than present day LPDs.

Since 1996, members of a Naval design team have coordinated with Marine Corps commands and individual Marines to find out how many 21st Century Marines will fit in the new San Antonio Class amphibious ships.

Once designers defined the size of the 21st Century Marine based on a "right-sized" Marine and Sailor in the 5 percent - 95 percent range of the American population, they transposed these human dimensions into human-like computer-generated models, or "ergo Marines." These "ergo" Marines helped the design team to develop size standards for future crewmembers and embarked troops, were introduced to ship spaces and conducted electronic walkthroughs.

The computer-generated Marines walked between bunks demonstrating they have room to turn around, and these simulations were shown to human Marines to prove clearances and accessibility. Other modifications, based on the electronic walkthroughs, include raised seating in troop operations—a briefing room, and increased storage in cargo/ammunition magazines.

LPD 17 is longer, wider, and has vehicle storage space comparable to the larger Wasp class amphibious assault ships.

There will be 12 ships of the San Antonio class. The shipyard is scheduled to deliver LPD 17 in late 2004 followed by the first West Coast ship, the USS New Orleans (LPD 18). Each ship, designed under the watchful eyes of Marines and Sailors, for Marines and Sailors, will provide mission flexibility and enhanced warfighting capabilities to expeditionary warriors of today and tomorrow. M

Not Your Father's > Oldsmobile

Want a vehicle that can give you secure email, HF, UHF and VHF radios, secure phone, integrated cell phone, mobile telephone switchboard and a video teleconference package? If so, you're in luck – the Preliminary First In Command & Control System (PRE-FICCS) is now in the Marine Corps showroom ready to go home with excited new drivers (or, in this case – Commanders as well).

This new mobile "jump command post", offers a complete, self-sufficient command and control package that can provide three times the capability of current systems – at half the size. Sporting a humvee, shelter and 400 pounds of equipment the PRE-FICCS can be carried by a CH53 to the area of operations ready to "reach back" to the ship or other units ashore. Armed with enough command and control equipment to operate a Marine Expeditionary Brigade-forward, generators that pump out 220 percent extra electricity (to power additional equipment if necessary) as well as food and fuel for 24 hours - the PRE-FICCS is a far cry from your high school modified cruising stereo machine. M

Loud & Clear

"We signed up knowing the risk. Those innocent people in New York didn't go to work thinking there was any kind of risk."

— Pvt. Mike Armendariz-Clark, USMC; Afghanistan, Sept. 20, 2001. As reported on page 1 of the New York Times

Osprey > Back at Sea

The Marine Corps recently completed at-sea testing of its MV-22 Osprey to confirm the shipboard compatibility. The aircraft will spend much of its operational life at sea. The successful testing included flights aboard the USS Iwo Jima (LHD 7), it flew up the starboard side of the ship at 220 knots before rolling left and performing a 180-degree, three-G level turn. The engines were then tilted from airplane to helicopter mode. Seconds later, No. 10 hovered over spot nine, and smoothly touched down, with direction from the lead signalman. M